

Service Design and Schedule Optimization Options

1	Headway Change	Reducing frequency of service saves buses and platform time, results in less convenience and greater instances of crowding for passengers.
2	Trip elimination	Removes unproductive trips but may reduce hours of coverage or convenience for some riders.
3	Route or segment elimination	Removes less-productive portions of a line that may save buses but will reduce service to some riders.
4	Line elimination	Remove less productive and lower ridership lines but may end service in areas without alternatives.
5	Restructuring of service	Reformat services to provide more stream-lined operations, improve on-time performance and reduce travel time but may reduce service options to some riders.
6	Eliminate duplication with local service	Remove duplicative segments to reduce total costs, but may require longer travel times, more transfers and increased crowding and require local operators to provide more service or additional buses.
7	Eliminate duplication with Metrorail or Metrobus service	Remove duplication to reduce total costs, but may create crowding and less customer convenience.
8	Implement turn-back at Metrorail station	Remove duplication to reduce total costs, but may create crowding, less customer convenience and additional fare costs
9	Implement fare change	Reduce crowding and avoid providing additional buses through balancing demand with supply by adjusting fares to manage ridership.
10	Operate Holiday service plan	Better match the service to the reduced levels of demand on holidays (i.e. Veteran's Day and Presidents and other Holidays)
11	Make seasonal adjustments in services	Better match the service to the reduced levels of demand on holidays (i.e. Day after Thanksgiving and the period

		between Christmas and New Years)
12	Eliminate overlay services	Eliminating limited stop and express services when a local alternative is available would reduce costs but may create crowded conditions, reduce convenience and ultimately fewer riders.
13	Reduce the number of bus stops (i.e. increase spacing between stops)	Speeds up bus service, makes some riders walk further to bus stops and will improve on-time performance and may save resources.
14	Reduce late night Friday and Saturday trips	high-average cost per rider services
15	Reduce evening and weekend service	Preserve most-used weekday services at the cost of lesser-used times of the week. Reduces costs, convenience and ultimately ridership and a viable transit-based lifestyle.
16	Provide bus lanes and priority traffic treatments	Reduce bus travel times and improve reliability there-by saving operating cost and increasing attractiveness of service.
17	Trade buses for supervision	Reduce costs and ensure that buses are being used to the fullest extent through enhanced supervision to optimize operator performance and coordinate response to service interruptions.
18	Operate headway instead of scheduled service	Operate a set frequency rather than schedule, thereby allowing use of a different number of buses by time of day and day of week to reduce costs and balance supply to demand in a user-friendly manner.
19	Convert local buses to limited-stop operations	Reduce travel times, bus stop congestion and potentially costs by converting some local buses to limited-stop operation. May not benefit all customers equally and may reduce trips at some stops.
20	Operate larger buses	Replace standard buses with articulated coaches to reduce crowding, provide more capacity and improve operator productivity.
21	Change operator relief locations	Adjust operator relief strategies to make use of fewer non-revenue trips and to reduce costs associated with operator travel.

22	Redirect buses for non-revenue trips	Optimizing path for non-revenue bus trips between garage and service may reduce pay hours and travel time but may require operation on streets over objection of community.
23	Inter-line buses between routes to reduce lay-over time	Reduce costs by scheduling buses minimize lay-over time at the risk of reduced reliability.
24	Simplify fare collection with more use of passes and SmarTrip.	Reduce dwell time at stops by encouraging more use of pre-paid flash passes and SmarTrip.
25	Provide off-board SmarTrip loading facilities to speed boarding on buses	Create more convenient options for passengers to load value on SmarTrip cards to reduce number of value-adds on buses which increase travel time and reduce reliability.